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This rope is 25 per cent stronger than
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We also carry extra strong blocks,
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A full stock of well-boring rope.
Wire rope of all descriptions and
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THROUGH the giving away of a
stern line the schooner S. C. Allen
yesterday afternoon crashed bow
on into the dock and sheds of the
Oceanic Steamship Company and did
considerable damage to the sheds.
About twelve feet of the timber in the
eaves and joists were splintered and
rendered useless and the electric wires
with which the sheds are honeycombed
were broken. The schooner was to have
sailed yesterday afternoon at 3:30 for
San Francisco with a full cargo of sug-
ar. About half past two Captain Rose-
hill of the Harbor Master's department
went aboard to work the vessel over
from the stream to the Oceanic dock.
A stern line was secured to the Helene
and a bow line was sent over to the
dock. According to Captain Rosehill's
account of the affair all went well de-
spite the breeze and current until the
Allen was within about twenty feet of
the dock. She was then heading di-
rectly bow on. He was making ready
to swerve the vessel around so that she
would swing into the dock with her
bow pointing toward the Inter-Island
wharves. Just then the stern line gave
way and with nothing to hold her back
and under the impetus gained by pull-
ing in on the bow line the vessel went
straight for the dock. Before the cap-
tain had an opportunity of letting go an
anchor the jibboom chains and the
martingale had jammed into the roof
of the shed. The timbers, joists, cor-
rugated iron roofing and electric wires
were torn away, many pieces of wreck-
age falling upon the dock. The vessel
bore away after the impact and after
some maneuvering was brought up
alongside. The giving away of the
stern line at a critical moment was
responsible for the accident as the
schooner was well under control up to
that time. Captain Fuller, harbor
master, and Fred Whitney, of W. G.
Irwin & Co., arrived at the dock after
the accident and made an inspection of
the damage done. Captain Clarke, who
has charge of the dock, said it was
the first time he had ever seen a vessel
attempt to enter the warehouse. The
Allen will not get away for the Coast
until this morning.

Buoys Refitted for the Winter.
Harbormaster Fuller and assistant
Marx have during the past week work-
ed over all the chains and buoys in
Naval Row and made them ready for
the winter anchorages. The chains
which were found rusted were sent
ashore and new ones put in their places.
The floats were also changed. The gen-
eral emptiness which prevails in ship-
ping circles along Naval Row made the
task of making the necessary changes
comparatively easy. When the strike
in San Francisco is over and the ves-
sels which have been tied up there have
an opportunity to get away for this
port, Naval Row will present its old-
time appearance—a vessel for every
buoy. A score of coal vessels are on
the way from Newcastle, half of which
will be arriving next month. From San
Francisco about forty sailing vessels
are scheduled to sail for Honolulu and
dozens of others from other ports. As
all will arrive in the rainy season good
safe anchorages will be needed which
the Harbormaster has provided. About
twenty moorings were attended to.

Injunction Threatened.
The watchman's cottage now being
built on the Naval Reservation by
contractor Campbell, who is employing
Japanese carpenters to do the work,
seems to be annoying the trades or-
ganizations of Honolulu to the extent
that an injunction is being seriously
considered against the contractor. It
was reported that the injunction would
be sought yesterday afternoon but no
move in the direction of Judge Este's
court was made. The trades organiza-
tions state that the employment of the
Orientals on Government works is a
matter which they deem worthy of
bringing to the notice of all labor or-
ganizations elsewhere and are willing
to make the attempt to have the work
done on government property performed
by white, or at least, American labor.
Last winter work on the naval reserves
at Philadelphia was performed by Ital-
ians, and, although labor unions threat-
ened injunctions, the Italians continued
to do the work to the end.

"Dede" Dow, Able Seaman.
The ship George Curtis, from San
Francisco, whose arrival off port Sunday
night was chronicled in yesterday morn-
ing's Advertiser, came into the harbor
yesterday forenoon and moored at Brew-
er's wharf. She made the trip in fifteen
days, with no incidents on the voyage.
She brings a cargo of grain and general
merchandise and a deckload of logs.
Among the nondescript crew which Cap-
tain Calhoun picked up in San Francisco
was a passenger who acted as an able
seaman on the trip. The "able seaman"
is only fourteen years of age, but being
the son of H. M. Dow, the clerk of the
High Sheriff, and crack yachtsman, he
made as good a showing as a man twice
his age. When Captain Calhoun found
himself short of men young Dow prompt-
ly volunteered his services. He was
messenger boy and general assistant,
and became so valuable that Captain Cal-
houn offered him a seaman's berth,
which was promptly accepted. "Dede,"
as he is called, made an acceptable sail-
or, and took his turn at the wheel and
on watch. Not the least of his duties
was going aloft to unloosen sail and the
skysail was nothing to the daring young-
ster. Whatever work was required of

the harder and more experienced men
who have followed the sea as a vocation
for many years. "Dede" was as quick
to respond as any of them. Captain Cal-
houn found nothing but praise for the
boy, and as he was earning regular
wages for his work on the trip, "Dede"
endeavored to show that a Hawaiian
boy could manage to make himself useful
in a pinch. Mr. Dow was at the wharf
to meet his son this morning. "Dede"
endeavored to attract his father's atten-
tion over the rail while he was engaged
in obeying the stentorian orders of the
mate, and the father failed to recognize
the boy in a dirty jumper, greasy over-
alls and a generally begrimed face.
Later, the father took in the situation,
and heartily approved of the wholesome
lesson of the sea which the youngster
received. When "Dede" finished his
routine work he came ashore, and his
first voyage as an a. b. was ended. He
went up as a passenger, under the care
of the captain. Captain Calhoun will
give the boy a job as a seaman any time
he desires it. The tug Fearless brought
the Curtis into the harbor. After the
tug let go and the vessel was being
worked over to the wharf, an order was
given to let go the starboard anchor. The
chain ran out for a short distance and
then became jammed with a big hawser
in the fore-castle. This action allowed
the vessel to continue on toward the
wharf and a collision with it was aver-
ted by dropping the port anchor, which
ran out without incident. A stern line
was fastened to a buoy near the railroad
wharf, which checked the vessel's head-
way, after which she was slewed around
into the slip at Brewer's wharf.

Evolution of Steamships.
In 1840 the Cunard steamship Britan-
nia, built of wood, propelled by paddle
wheels, maintained a sea speed of about
eight and one-half knots, says the Bos-
ton Transcript. Her steam pressure was
twenty pounds per square inch. She was
207 feet long, about 2,000 tons displace-
ment, her engines developed about 750
horsepower, and her coal consumption
was about forty tons a day, or about five
pounds of coal per indicated horsepower
per hour. She carried a full spread of
sail. In sixty years speed has been in-
creased from eight and one-half to twenty-
three knots; the time on the voyage
has been reduced to about one-third of
what it was in 1840; ships have been
trebled in length, about doubled in width,
and displacement has been increased
tenfold. The engine power is forty times
greater; the ratio of horsepower to the
weight driven has been increased four-
fold. The coal consumption (measured
per horsepower per hour) has been re-
duced to one-third. In 1840 each ton of
machinery and boilers produced only two
horsepower; now each ton develops from
six to seven horsepower. At the old
rate of coal consumption, 9,000 tons in-
stead of 3,000 would have been required
for a voyage across the Atlantic. These
data enable one to estimate the enormous
development that has occurred in little
more than half a century.

Shipping Notes.
The Sierra, from the Colonies, is due
today.
The bark Olympic will sail for the coast
about Thursday of this week.
The bark Abbey Palmer is taking on
rock ballast at the Inter-Island wharf.
The transport Warren was to have sail-
ed from San Francisco for Manila via
Honolulu on Sept. 11.
A three-masted schooner was sighted
last night at 10 o'clock from Diamond
Head. It was probably the Ottilie Fjord
with lumber from Eureka.
The Oregonian is making a quick dis-
charge of her cargo and will get away
for Kahului this week, sailing thence to
Colonel, San Lucia and New York.
The Pacific Mail steamship Peru is due
here from the Orient next Saturday.
She will be the first boat to carry mail
to the coast after the Sierra sails for
San Francisco.
The steamers Ventura and China from
San Francisco are due to arrive tomor-
row. The Ventura was to sail at 10 a.
m., August 12th; the China at 1 p. m.,
the same day.

VESSELS IN PORT.

ARMY AND NAVY.
U. S. tug Iroquois, Pond.
MERCHANTMEN.
(This list does not include coasters.)
Abbey Palmer, Am. bk., Johnson, New-
castle, August 31.
Ariel, Am. schr., Slater, Tacoma, Sep-
tember 3.
Ceylon, Am. bk., Willer, Laysan Isl-
and, September 11.
Eldorado, Am. schr., Johnson, Gray's
Harbor, September 7.
Foong Suey, Am. bk., Willett, New
York, August 26.
George Curtis, Am. sp., Calhoun, San
Francisco, September 15.
Olympic, Am. bk., Gibbs, San Francis-
co, September 3.
Oregonian, Am. s.s., Williams, San
Francisco, September 10.
Robert Lewers, Am. schr., Underwood,
Port Ludlow, September 14.
Santa, Br. bk., Stronnar, Junin, Chile,
August 31.
S. C. Allen, Am. bk., Johnson, San
Francisco, July 19.
S. D. Carleton, Am. sp., Amesbury, Ta-
coma, August 28.
Wm. H. Smith, Colley, Tacoma, August
18.

STEAMERS TO ARRIVE.

Name	From	Date
Sierra-Sydney		Sept. 17
Ventura-S. F.		Sept. 18
China-S. F.		Sept. 18
Peru-Yokohama		Sept. 19
Aorangi-Sydney		Sept. 21
Doric-S. F.		Sept. 23
Miwera-Victoria		Sept. 25
Alameda-S. F.		Sept. 28
Coptic-Yokohama		Oct. 1
Nippon Maru-S. F.		Oct. 4
America Maru-Yokohama		Oct. 8
Sonoma-Sydney		Oct. 8

STEAMERS TO DEPART.

Name	For	Date
Sierra-Sydney		Sept. 17
Ventura-Sydney		Sept. 18
China-Yokohama		Sept. 19
Peru-S. F.		Sept. 21
Aorangi-Victoria		Sept. 25
Doric-Yokohama		Sept. 27
Miwera-Sydney		Sept. 28
Coptic-S. F.		Oct. 1
Alameda-S. F.		Oct. 2
Nippon Maru-Yokohama		Oct. 2
America Maru-S. F.		Oct. 8

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